APPENDICES
APPENDIX A

Public Open House & Surveys Summary
Focus Groups & Interviews Summary
Walkability, Bikeability, & Parking Public Open House; Combined Survey Results

Open House Conducted April 18th – 21st, 2016
Additional Online Survey Conducted May 5th-9th, 2016
Public Open House Summary

On April 20, a Public Open House focused on walkability, bikeability, and parking in Downtown Hot Springs was hosted by Thomas P. Miller & Associates (TPMA), in collaboration with the West Central Arkansas Planning and Development District (WCAPDD), the Hot Springs Metro Partnership, and the City of Hot Springs. The 4-hour open house was aimed at gathering ideas and opinions from community stakeholders as Hot Springs continues to enhance Downtown in order to achieve a vision of serving as a center for community culture, city living, tourism, entertainment, and economic vitality. Concepts were explained, and input from eighty-nine (89) attendees was taken in the form of a survey and open-ended written responses. Attendees were also asked to rank their most important priorities in reimagining the historic downtown district, as well as to vote on whether Downtown Hot Springs should be focused mostly on ‘One-Stop Efficiency’ or ‘Destination Experience’. All individual responses were voluntary and kept anonymous.

Key Takeaways

Who Attended

- Ninety-seven percent of survey respondents indicated they shop or dine in Downtown Hot Springs.
- Nearly three-fourths of the survey respondents indicated they live outside of downtown, work downtown, or own a business downtown. The remainder identified themselves as residents of downtown.
- Two-thirds responding to the survey were over 50 years old, and half of all respondents own bicycles.

Walkability

- Most attendees agree that downtown is an interesting place to walk but could be enhanced with additional amenities such as more space for pedestrians, sidewalk cafes, etc.
- A majority of those attending the open house indicated that they visit downtown at least a few times each month, and some indicated they would visit more frequently if there were more outdoor dining options.
- More than 80 percent of survey respondents stated they would be willing to walk further from off-street parking to their destinations if the sidewalks were widened to accommodate more amenities.
- In the priority ranking, pedestrian safety, facilities, and amenities dominated the top 10 priority items.
Bikeability

- Getting downtown is easy on a bicycle, but once a rider reaches Central Avenue, issues arise. Half of the attendees indicated it was easy to connect to downtown from the neighborhoods, but a large majority (80%) disagreed with the statement that downtown was welcoming to bicyclists.

Parking

- The visibility and access to off-street parking could be improved, with about half of respondents indicating it was not easy to find the spaces.
- Central Avenue on-street parking is a low priority for the attendees. On-street parking was ranked last out of 25 choices. All parking and related vehicular priorities ranked in the bottom 12 priorities.

Display Materials

The following is the written content of two posters, describing walkability and bikeability, based on national best practices research.

Walkability

The benefits of walkability are well-known. They include lower rates of obesity and associated chronic diseases, reduced emissions of greenhouse gases, improved sustainability and resilience, and even increased happiness. But there is also an economic story to walkability.
Walkability Attracts Tourists
Walkable communities and downtowns are capturing a greater share of tourist dollars as visitors are interested in experiencing community life. Places where visitors and residents alike feel community pride and activity are increasingly likely to be strong economically.

Walkable Communities Capture an Emerging ‘Lifestyle’ Retail Market
Walkable shopping centers that offer a “sense of place” illustrate the opportunities of emulating what is already present in the downtown setting. To do this, developers focus on:

○ Small building footprints,
○ An open-air environment, and
○ Infrastructure that is pedestrian-friendly, convenient, and safe.

Maintaining the vibrancy and utilization of these characteristics in the downtown setting can help realize the potential of increased sales. Walkable downtown business expansion and recruitment creates an appropriate mix of retail, entertainment, and service businesses.

Walkable Communities are a Business Relocation Alternative
Booming business centers like New York City, Atlanta, and Houston are showing how an overdependence on the car can gridlock economic development. In New York City, the Department of Transportation found that:

○ Small expansions of pedestrian rights-of-way were tied to a 49 percent reduction in commercial vacancies;
○ Transformation of an underused parking area translated into a 172 percent increase in retail sales at local businesses over three years; and
○ Conversion of a curb lane into outdoor seating increasing pedestrian numbers by more than 75 percent and increased sales at bordering businesses by 14 percent.

Housing Values are Higher in Walkable Communities
Walkability is “driving” more than just demand. Walkable communities enjoy significantly higher housing values than traditional suburban developments. This translates into price resiliency as well:

○ A 2012 Brookings report found that after the peak in the housing market in the mid-2000s, residential values in neighborhoods with above-average walkability experienced less than half the decline in value as compared to neighborhoods with below-average walkability.
Bikeability

Hot Springs is becoming a bike activity destination. Events are commonly tied to Hot Springs National Park, and the International Mountain Bikers Association has designated Hot Springs a “Ride Center.” A safe, healthy, family activity, cycling can mean big business, and businesses are beginning to realize it. The implementation of bicycle infrastructure in urban districts has been linked to increased retail sales and safer roads.

Bicyclists are Serious Shoppers

Bicycle infrastructure brings with it new customers for businesses and can markedly increase sales. Bikes provide a more convenient way for residents of surrounding neighborhoods to come downtown more frequently. People who drive to establishments spend more per visit, but bike riders visit more often and therefore spend more overall:

- A 2012 study in New York City’s East Village— which had recently installed protected bike lanes— found that per capita cyclists spend the most money at local businesses.
- A 2013 study in Seattle showed a 350 percent increase in sales index just two years after the installation of bike lanes.

Increased Interest in Biking Creates New Opportunities

City bike sharing programs have exploded in popularity over the last decade. Accessibility and affordability have helped to promote the concept as a win-win, enabling commuters to leave the stress of congested downtown traffic at the car park. Opportunities for bike shops, accessory retailers, repair businesses, and rentals all stem from increased cycling interest. It is a huge benefit not only for residents but also for tourists who can enjoy meandering without having to hassle with multiple bus transfers, taxi fares, and sore feet.

Developers and Businesses Save Money on Parking Provision

There is no such thing as free parking, someone is always paying. That’s why business owners tend to like bike parking. Many are wary at first, especially when car parking spaces are being replaced. But once a bike corral or staple is put in, the value added becomes immediately clear:

- You can park 10 bicycles in the space used to park one car;
- The cost is from 30 to 300 times less; and
- When bike parking is available at destinations, people are more likely to choose to ride to those places.
Accommodating Bicycles Makes Roads Safer

Bicycling, just like walking, helps make a street more vibrant. It adds more eyes and ears to the street, so it makes it safer too. As the Federal Highway Administration states, road diets can:

- Provide cyclists with added safety through dedicated bike lanes,
- Increase pedestrian safety,
- Provide on-street parking,
- Increase compliance with speed limits, and
- Reduce many types of crashes.

Biking to Work Makes Employees, Fitter, Happier, and More Productive

Exercising before work has been shown to increase employee productivity by an average of 15 percent, and employees who regularly bike to work have less sickness related absences than their non-cycling counterparts. Physically fit workers are also more mentally alert and thus make less mistakes.
Detailed Results

Your Voice: Downtown Hot Springs Should Be Mostly Focused On...

Attendees were provided visuals and narrative behind two different approaches to reimagining what Downtown Hot Springs should be focused on: ‘One-Stop Efficiency’ or ‘Destination Experience’. The one-stop efficiency approach included characteristics such as free or inexpensive parking located on-street directly in front of destination businesses, multiple surface lots along Central Avenue, and higher traffic to promote quick one-stop trips. The destination experience approach included characteristics such as easy-to-find off-street parking facilities, sidewalk cafes, and slower traffic to promote safety.

Attendees were given a green sticker and asked to vote on the approach they most agreed with. Eighty-two (82) attendees voted for destination experience and zero (0) attendees voted for one-stop efficiency.

Prioritization Exercise

Attendees completed an exercise sheet asking the following question:

What should be the most important priorities in reimagining parking, walkability, and bikeability in the historic downtown district?

They were then asked to rank twenty-five provided choices with each choice receiving a different rank. Seventy-seven (77) attendees completed the exercise, and seven (7) responses were excluded from the count due to improperly filling out the exercise. Incomplete submissions were allowed, and results were calculated with weighted averages. Options with tied rankings are indicated as such.
Attendees prioritized the provided options as follows (1 being most important):

1. Pedestrian Safety
2. Walking Experience (Including Crosswalks, etc.)
3. Sidewalk Cafes
4. (tie) Streetscaping Amenities
   - Lighting
5. Wayfinding for Pedestrians
6. (tie) Bike Safety
   - Dedicated Bike Trails
   - Free Parking
7. (tie) Bike Facilities
   - Signage for Parking
   - Vehicular Traffic Flow
8. Transit Availability
9. Shared Bike Lanes
10. Handicap Parking
11. On-Street Parking (Side)
12. Loading and Delivery Zones
13. Passenger Pickup and Drop-off
14. (tie) Parking Rates
15. Parking Enforcement
16. Employee Parking
17. Valet Parking
18. Monthly Parking
19. On-Street Parking (Central Ave.)

Combined Survey Results

At the Public Open House, attendees completed a paper survey to collect information about several questions – related to demographics, personal habits, and opinions – that may impact the reimagining of walkability, bikeability, and parking in Downtown Hot Springs. Within the survey attendees were also given space to provide brief, additional comments. Eighty-one (81) attendees completed the survey, and forty-three (43) provided additional comments.

At the request of the City of Hot Springs, the same survey was then digitized and made available to other key downtown stakeholders. The online survey remained open from May 5th, 2016 – May 9th, 2016, and a total of 52 responses were gathered. These responses were then combined with the survey responses from the Public Open House to present aggregate data.

Demographics

Sixty-one percent (61%) of respondents indicated that they were fifty years of age or older. When asked what best describes them, sixty-three percent (63%) indicated that they work full or part-time.

- Forty-one percent (41%) indicated that they live outside of Downtown Hot Springs
- Twenty percent (20%) indicated that they live in Downtown Hot Springs
- Twenty-four (24%) indicated they work in Downtown Hot Springs
- Twenty percent (20%) indicated that they own a business in Downtown Hot Springs

Over fifty-six percent (56%) of respondents also indicated that they own a bicycle.
Habits
When asked how they *usually* travel to and from Downtown Hot Springs, sixty-nine percent (69%) of respondents indicated that they drive; twenty-nine percent (29%) indicated they walk; and seven percent (7%) indicated they bike. Additionally, seventy percent (70%) indicated that they never bike in downtown.

When asked how often they walk in Downtown Hot Springs, respondents were evenly split between a few times a week and a few times a month; thirteen percent (13%) of respondents indicated that they walk downtown every day.1 When asked the reasons they walk through downtown, the most common reasons included going to a specific place (34%), enjoying the outdoors (25%), and exercise (23%).

Ninety-seven percent (97%) of respondents indicated that they shop and/or dine in Downtown Hot Springs. When asked how often, the most common answers included a few times a month (53%) or a few times a week (31%). Only eleven percent (11%) of respondents indicated that they rarely or never shop and/or dine downtown.

When asked to identify their favorite places to shop and/or dine downtown, eighty-seven (87) respondents provided written responses. The most common included:
- Superior Bathhouse Brewery and Distillery
- Rolando’s Restaurante
- Kollective Coffee+Tea
- The Ohio Club

Opinions & Additional Comments
When asked their opinions on a series of statements about Downtown Hot Springs, eighty-one percent (81%) of respondents either somewhat or strongly agreed that traffic on streets in downtown makes it difficult or unsafe to walk or ride a bike, and seventy-seven percent (77%) either somewhat or strongly disagreed that downtown is a welcoming place for bicycles. Respondents were relatively evenly split when asked whether they agreed that it is easy to connect to Downtown Hot Springs from nearby pedestrian and bicycle trails.2

---

1 Respondent Breakdown: ‘A few times a week’ (38%), ‘A few times a month’ (43%), ‘Everyday’ (13%)
2 Respondent Breakdown: ‘Somewhat/strongly agree’ (45%), ‘Somewhat/strongly disagree’ (55%)
Seventy-six percent (76%) of respondents strongly agreed that there are many interesting things to look at while walking in Downtown Hot Springs, and sixty-seven percent (67%) either somewhat or strongly agreed that there ample public gathering spaces downtown. Sixty-three percent (63%) of respondents strongly or somewhat strongly agreed that there are sufficient crosswalks and pedestrian signals to help people of all ages cross busy streets.

Respondents were also relatively evenly split when asked whether they agreed parking was easy to find downtown, and eighty-four percent (84%) of respondents indicated that they would be willing to walk a little farther to increased parking if the sidewalks in Downtown Hot Springs were widened, providing more spaces for amenities such as benches, landscaping, or outdoor cafes.

At the end of the survey, forty-three (56) respondents provided brief, additional feedback.

Excerpts from some comments are included verbatim below:

- We need to look at options that involve walkability and bikeability and focus on outdoor cafes, landscaping, little green gathering spaces. People who ride bikes spend money and are many times looking for new places to do it.
- Work on design to accomplish ‘Complete Streets’ as much as possible. Less parking in front of businesses or reduce a lane on Central for bike lanes.
- Support one-laning each way and enlarging sidewalks/bike lanes as a top priority. Merchants need to be more open to change if downtown is to progress…for example, open at night and not parking in front of their businesses.
- There should be a strict biking and running lane and do away with cars parking on street. Also could have open patios in front of businesses and restaurants.
- I love the idea of having outdoor eating/dining. More dining establishments would attract my family instead of going to the outskirts of town.
- I hope we can improve the downtown experience by inviting tourists and citizens to linger and enjoy what our city has to offer by making it easier and safer for them as well as more pleasurable.

---

3 Respondent Breakdown: ‘Somewhat/strongly agree’ (47%), ‘Somewhat/strongly disagree’ (53%)
General Comments

On the back of the Open House Welcome Sheet, attendees were given the opportunity to provide input in the form of open-ended written responses. Twenty-seven (27) attendees provided open-ended feedback on the topics discussed, and three (3) provided feedback on the exercises specifically.

Excerpts from different open-ended responses are included verbatim below:

- On-street parking is a detriment to the overall success of downtown businesses. Bike and pedestrian traffic is of utmost importance.
- I love biking, but biking within this city is dangerous – many drivers don’t want to share the road with a bicycle! We need dedicated bike/pedestrian walkways!
- A Parking Authority needs to be formed to better manage and utilize the abundantly available downtown parking.
- I have recently purchased two commercial buildings in downtown and am very excited about all the new projects coming into downtown.
- Downtown really needs a makeover to appeal to the millennials (and those of us who are ‘young at heart’). We love to come downtown in the evenings, but traffic on Central can be downright frightening.
- By being proactive instead of reactive, a vision of better pedestrian and cyclist accommodations can be made.
Focus Groups & Interviews

Conducted April 18th – 21st, 2016
Overview
In developing an improvement plan focused on walkability, bikeability, and parking in Downtown Hot Springs, the West Central Arkansas Planning and Development District (WCAPDD) asked Thomas P. Miller & Associates (TPMA) to facilitate a series of focus group and interview sessions to elicit stakeholder input. The sessions were conducted at the WCAPDD headquarters in Hot Springs over four days and included 51 total attendees. Seven focus groups were conducted including members of the Downtown Association, property owners and investors, City Board members, state and local officials, and neighborhood associations. Six interview sessions were also conducted with individuals and small groups including Ken Wheatley, Steve Arrison, various city staff members, a member of the City Board, and others. An additional phone interview was held the following week with a representative from the Arkansas General Services Administration.

Stakeholders Represented
- Arkansas General Services Administration
- Arkansas Highway and Transportation Department
- Downtown Association of Hot Springs
- Downtown Business Owners
- Downtown Private Investors
- Downtown Property Owners
- Gateway Neighborhood Association
- Hot Springs Advertising & Promotion Commission
- Hot Springs City Board
- Hot Springs City Manager's Office
- Hot Springs Mayor's Office
- Hot Springs Metro Partnership
- Hot Springs Planning Department
- Hot Springs Police Department
- Hot Springs Traffic Department
- Park Avenue Community Association
- Quapaw/Prospect Neighborhood Association
- The National Park Service
- Whittington Valley Neighborhood Association

Main Themes
1. The visibility and access of existing parking infrastructure should be improved, including adoption of the universal blue “P” and exploring public transit options and redirecting key streets such as Mountain.
2. On-street parking should be removed along Central to enable the activation of spaces with outdoor dining, parklets, a dedicated bike trail, and other pedestrian and bicycling amenities.
3. A public-private entity should be created to manage parking for the City.
4. Downtown Hot Springs should be focused mostly on the destination experience rather than convenience.
Wayfinding and Access

1. All stakeholders agreed that universal signage should be implemented.
2. Many suggested the inclusion of parking apps, advanced notice on parking signs, and capacity signs.
3. Some liked the on-street graphic idea and some did not.
4. All stakeholders felt that Mountain Street could be turned the other direction to increase access to the parking deck. Though some cautioned the left turn.
5. Almost all stakeholders believed that the City should extend Bath Street to the parking deck by acquiring the surface lot between the two. Ken Wheatley explicitly said he was not interested in selling.
6. Many stakeholders mentioned the idea of valet services or trolleys Downtown, but local government and officials do not think a trolley system would work well cost-wise.
7. Transit schedules were noted as a major concern by most stakeholders.

On-Street Parking Removal & Streetscaping

1. The majority of the City's neighborhood associations, property owners, local government, and officials are in favor of removing on-street parking along Central Avenue in Downtown Hot Springs to activate the public space with strategic streetscaping.
2. Almost all stakeholders felt that Downtown Hot Springs should be more focused on the destination experience that one-stop convenience.
3. The majority of neighborhood associations, property owners, local government, and officials support a dedicated bicycle trail along Central Avenue and increased cycling infrastructure Downtown; but, many business owners do not feel that it would be beneficial to their customer base.
4. Almost all stakeholders consider it too dangerous to bike downtown with the current infrastructure.
5. Some neighborhood associations also suggested a bike share program for the City.
6. Local government and officials suggest using Complete Streets policies and dedicated budget for this process.
7. Loading zones are a large concern for all stakeholders, and dedicated spaces were highly suggested along Central Avenue.
8. Almost stakeholders want sidewalk dining, but the ordinance requirements are uniformly unknown.
9. Almost all stakeholders liked the idea of more pedestrian amenities downtown including benches that face store fronts or each other as well as more accessible crosswalks.
10. Some business owners suggested removing the fountain in front of the Exchange Street Garage.
11. Some business owners also suggested covering the trash receptacles downtown.

Street Calming

1. All stakeholders agreed that a roundabout at Park/Whittington and Central be developed. Many suggested a roundabout at Confederate Square as well.
2. Many stakeholders suggested additional crosswalks along Central Avenue.
3. The majority of stakeholders suggested street calming techniques like bump outs and removing traffic lights and left hand turns along Central.
4. Thoughts on the bypass were extremely mixed. Many stakeholders believed it to be a good idea to reduce through truck traffic, but some thought it would reduce their customer base. Others thought it would include too many unintended consequences.

**Whipplewill Avenue**

1. Almost all stakeholders believed that something should be done to clean up Whipplewill Avenue and connect it through to Whittington.
2. They believe that it is imperative to preserve safety and the historic buildings and that it would allow fire codes to enable upper floor living along Central.
3. Many suggested building a deck onto the parking structure by the Medical Arts Building to both stabilize the mountain and provide emergency ingress and egress through Whipplewill if it was tall enough.
4. Air rights was also a large topic and there was a desire by local government and officials to buy air rights but a pushback from property owners to sell.

**Parking Management**

1. All stakeholders are in favor of creating a public-private entity to manage parking for the City.
2. There are differing views of what this might look like, including incorporating it into – or under – a CBID.
3. There is public and private interest in enabling such an entity to engage in third party management and enforcement.
4. The City does not want to be in the parking business but has concern over the ability to keep parking affordable.

**Media/Education Campaigns**

1. Many stakeholders suggested educational media campaigns to promote safety. This was noted by all stakeholders as a major challenge.
2. A campaign to drive pride in the community was also suggested.
3. A general promotional campaign to attract visitors was suggested.
4. Many suggested renaming the campaign/study.
5. Almost all stakeholders suggested that they would prefer destination experience over convenience with the exception of some business owners.

**Implementation**

1. Neighborhood associations, property owners, and local government and officials agreed that a tactical urbanism approach is needed. It was noted that creating demand would be essential and that high-quality would be of utmost importance.
2. Such activities would need to be sanctioned by the Board.
3. Many suggested using Park Avenue as an example to approach the Highway Department on this.
4. It was also suggested to have some of the Complete Streets budget used.
5. It was noted that it would be helpful to spell out and emphasize any entrepreneurial activities stemming from the plan.
6. Stakeholders emphasized that improvements to pedestrian and cycling paths would serve residents as well as visitors.
7. Property owners suggest removing outdated ordinances that hinder revitalization and redevelopment.
8. Local government and officials suggest highlighting the best ways to leverage funds and address activating spaces.

Arkansas Highway and Transportation Department Feedback on Developing a Central Avenue Bike Trail¹

Summary: to remove the parking from Central Avenue in downtown Hot Springs and install a two-way bicycle trail through the central area as suggested in the Downtown Hot Springs Redevelopment Plan as prepared by TPMA, Inc.

Three Tasks Necessary:

Task 1 – Temporary Permit to Do a Pop-Up Effort
A letter must be sent to District Engineer Mark Headley requesting permission to do pop-up. The letter should be accompanied by the following supporting documents:

- Location for Pop-Up along Central Avenue
- Temporary Conceptual Design Drawings
- Research Documentation:
  - Project Description
  - Removability
  - Safety Enhancements (Vehicular, Pedestrian, Bicycle)
  - Economic Development Promotion
  - Tourism Promotion
  - Multi-Modal Transportation Alternative Promotion
- Budget and Timetable for the Temporary Project.
- Support Letters from Area Stakeholders:
  - City Manager & Mayor
  - MPO Policy Board
  - Downtown Merchants Association
  - Other Interested Area Businessmen, Developers, and Real Estate Investors

If approved AND constructed, performance should be well-documented.

¹ Notes provided by Robert Tucker, Tri-Lakes MPO Study Director
Task 2 – Incorporation of Central Avenue Plan into MPO Documents (By MPO)
Funding alternatives should be studied in depth (TAP, FLAP, the City’s Complete Streets program, etc.) The City’s Metropolitan Transit Plan should also be amended to add the Central Avenue project, along with the TIP (if funding source is not TAP or FLAP grant funding).

Task 3 – Permanent Redesign of Central
To implement a permanent project, the City Board of Directors must officially adopt the Hot Springs Downtown Redevelopment and Revitalization Plan and make a formal request to AHTD in support of a permanent implementation of the Bikeway redesign based on the findings of the temporary, pop-up solution. This should include:

- Design Drawings & Illustrative Renderings
- Cost Estimates
- Grant Applications
APPENDIX B

Best Practices Research
Document Review
Funding Opportunities
Parking Data
Best Practices Research
Introduction
When developing the City’s Downtown Development and Redevelopment Action Plan, one of the overwhelming responses from the public and key stakeholders was to improve access, visibility, and availability of off-street downtown parking. Stakeholders similarly stressed the need to present an attractive, safe, clean, and functional public space.

Parking management is the key strategy to meet these needs. Parking management can be an effective economic development strategy and supports community priorities such as downtown residential development, urban parks and green space, street level retail with office or residential above (mixed use), public art, community engagement, and sustainability.1

Transformation and Communications
Adopting and Promoting Smart Growth & Complete Streets

Smart Growth (also called New Urbanism, Location Efficient Development, and Transit Oriented Development) advises mixed-land use(s), compact building design, versatile housing options, and walkable neighborhoods. Smart Growth strategies encourage unique, attractive communities that foster a strong sense of place by preserving open spaces, farmland, natural beauty, and critical environments. They also provide a variety of transportation choices, and encourage community and stakeholder collaboration in development decisions.2 Complete Streets, a part of Smart Growth, “are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities” although there is no prescriptive, one-size fits all design.3

When moving from more traditional planning and development initiatives to Smart Growth and Complete Streets communities, it is critical to develop and recognize policies as valuable tools for change. Policy can only set the stage, so generating buy-in from stakeholders currently involved in transportation planning and implementation is essential. These might be community members, advocates, or elected officials, as well as public health, transportation, planning, development, and public works employees.

The creation of Complete Streets policy is more than just affirming support for the concept. A set of comprehensive policies should:
- Outline the municipal vision
- Include all users and all modes
- Apply to all phases of development
- Specify exceptions and require approval
- Emphasize connectivity
- Be understood by all relevant agencies
- Use the latest flexible design standards
- Complement community contexts
- Set performance standards, and
- Include implementation steps

3 Smart Growth America: http://www.smartgrowthamerica.org/
According to the National Complete Streets Coalition, “the ideal result of a Complete Streets policy is that all transportation improvements are viewed as opportunities to create safer, more accessible streets for all users,” and the Coalition notes this result is, “achieved over time through single projects and through a series of incremental improvements.”

**Messaging & Marketing**

Strategic communication can augment and support implementation and is particularly helpful when parking conversations become overly tactical. The Pacific Intermountain Parking & Transportation Association (PIPTA) advises developing goals while identifying the project scope, the right audience, and the proper analysis – including information, channels, timing, and assessments. Complicating overlays, especially the political cycle, major events, and seasonal changes, as well as planning and economic development timelines should also be considered.

It is important to prioritize comprehensive, contextual messaging and marketing campaigns before and throughout the process. Information on the value of substituting mass transit for single occupancy vehicle use, improvements or changes to fare structures, new technologies, and any other enhanced passenger amenities are useful promotional tools. Media opportunities such as press conferences, launch events, follow-up interviews, and coordinated television and radio coverage can ease the introduction of new technology and promote brand identity and perception.

Program branded items should be positive, clearly articulated, and present a clean, professional look. Internal and external communications should include a project logo, website, organizational chart, update announcements, meeting minutes, meeting reminders, and public stakeholder surveys. Celebrating community contributions, new modal opportunities, and improved or updated facilities while informing residents of educational events, how/where parking revenues are spent, and economic development strategies can mitigate risk and keep the message optimistic.⁴

**Parking Management Models**

There are three primary models for managing municipal parking, each with varying dependence on local government and the political process. These include a Parking Department (or Bureau), a Parking Utility, and a Parking Authority, and are succinctly summarized in New Jersey’s *Parking Matters* report on designing, operating, and financing structured parking in Smart Growth Communities (2006).

**Parking Department or Parking Bureau**

A Parking Department/Bureau is the most public model and may be standalone, on par, or a subsidiary of other municipal departments. An advantage to this model is that the city retains direct control over operations, usually with the Mayor as chief executive, while all fees and revenues—minus bond expenditures—are deposited into the city’s general fund. Distinct disadvantages to the Parking Bureau model include: competition for budget approval and operating funds, loss of excess parking revenue toward

---

⁴ PIPTA, *Strategic Communications*, 2010
other municipal services/needs, debt responsibility counted toward the city's bonding limit, and the requirement of an ordinance or resolution by the governing body to increase fees and rates.

**Parking Authority**

The most independent management entity is a Parking Authority, and its independence is a key strength compared to other models. With board members – commissioners – appointed primarily from the business community and limited appointments by the city's governing council each year, elected officials retain a measure of political cover when fee changes are unpopular or planning decisions difficult. Additional strengths include the ability to accumulate and invest excess revenue in a separate capital fund, debt responsibility not counted toward municipal bonding, and operation in a more business-minded approach. Since major stakeholders come to the same table on a board or commission, all parties tend to gain a deeper understanding of the complexities and competing interests behind constituent groups. A drawback of this model occurs when a rise in parking fees or pursuit of goals/projects is not supported by a majority of the city's governing body, who may prefer to spend revenue windfalls on other means such as the general operating budget.

**Parking Utility**

A Parking Utility model tends to fall somewhere along a spectrum of government administration but is still less of a public model than a Parking Department. While a Utility may have operating budgets and debt service separate from the city and potentially invests surplus revenues into maintenance or new projects, its executive director usually reports to a city administrator, manager, or CFO – which may directly affect the true ability to set rates/fees and plan for capital projects. Because the municipal governing body retains a measure of control, parking decisions and planning can become a part of the political process.

In addition to Parking Departments, Authorities, and Utilities, Kimley-Horn and Associates, a design consulting firm, outlines options for creating specific districts – business, parking, or environmental – led by a development authority or a contracted company to manage parking within district boundaries. Operational methodology, or balancing public and private ownership of the process, can vary depending on the city's preferences for being self-operated, outsourcing management contracts, or outsourcing concession agreements.

**Valet Options and Handicap Parking Solutions**

Special regulations can also be developed and enforced to address disabled access, delivery and loading areas, or to accommodate particular land uses. These parking spaces may be based on user or vehicle type, such as handicap accessibility, or limited duration, as with short-term loading zones. Parking lots and facilities should accommodate riders in accordance with the Americans with Disabilities Act, especially prioritizing spaces and ramps to improve access from personal vehicles to the end destination or transit system.

Increased frequency of shuttle or free transit services also aids accessibility for users parking further away. For individuals willing to pay for valet services, technologies such as "text ahead" and automated reminders should be used to assist rapid retrieval of vehicles.
Walkability and Bikeability

Walkability

Planning for pedestrian connectivity and walkability is good practice. Walking and exercise are good for public health. Copenhagen Architect Jan Gehl, a strong advocate for walking over all other modes of transportation, suggests well-designed environments engage pedestrians in "optional activities" like "looking in a store window, sitting on a bench for a few moments, perhaps stopping for a coffee." Gehl contends these optional activities naturally lead to more social interactions. For example if an individual goes on a walk before a lunch meeting, they may run into someone they know and stop to chat, or simply exchange pleasantries with a stranger.

Gehl’s affinity for walkability is echoed in a 2011 report by the Walkable and Livable Communities Institute titled Arkansas: Encouraging Active Living. The authors summarize findings from five Active Living Workshops and suggest a number of street treatments to improve conditions for pedestrians and cyclists. The report also encourages 100-Day Challenges to accelerate goal accomplishment while outlining eight steps for implementing change, including:

1) Establishing a sense of urgency,
2) Creating the guiding coalition,
3) Developing a change vision,
4) Communicating the vision,
5) Empowering broad-based action,
6) Generating short-term wins,
7) Never letting up, and
8) Incorporating changes into the culture.

The true influence of walkability on overall sustainability is debated. True sustainability is rooted more in Smart Growth urban development. Implementing mixed, multi-use "nodes" of activity is preferred over segregated commercial "strips" and sprawling residential suburbs, as this shift inherently consolidates parking supply and improves walkability.

---

5 Planning, Life Takes Place on Foot, 2014
6 Kendig Keast Collaborative, Walkability: Fact or Myth, 2014
Walkable neighborhoods have specific characteristics in common, primarily:
- A discernable center or focal point (i.e. town center, main street, plaza);
- Compact development;
- Pedestrian-centric design;
- Mixed-use and mixed-income;
- Public spaces to gather or for leisure activity; and
- Access to jobs, goods, services, and opportunities for social interaction.

In addition to health benefits, communities with high walkability scores experience economic benefits. Well documented: walkable communities also see increased home and property values, as well as consumer cost savings. Savings on vehicle and travel expenses, as well as fewer cumulative hours spent in congested traffic, is particularly important for low and moderate-income families. Lower taxpayer burden for public services is also a by-product of increased walkability, as fees associated with managing and maintaining roads, public parking, traffic congestions, and accidents are also reduced. Additionally, increased tourist spending and attraction of knowledgeable workers to desirable mixed-use areas translates into new economic wealth generation.

When the city of Lancaster, California completed its downtown revitalization in 2010, the community experienced dramatic increases in development investment, municipal revenue, and pedestrian activity. Upon reducing a four lane road to two, integrating angled parking that doubled as a pedestrian plaza, incorporating enhanced crosswalks, and installing landscaping, lighting, and outdoor seating, downtown Lancaster was transformed into a valuable economic engine. $130 million was invested in new private development, nearly 50 new businesses and 800 new permanent jobs were created, while 145,000 square feet of new or rehabilitated commercial space was added. Downtown revenue increased 119%, property values increased 9.5%, and over 800 new or rehabilitated housing units became available to residents. Outside the fiscal impacts, overall traffic collisions dropped 50% and injury-related collisions went down 85%, while the sense of culture and number of community events increased dramatically.

**Bikeability**

According to the Iowa Complete Streets Guide to Increase Bicycling and Walking, “making destinations easily accessible by foot or bicycle improves safety for all users of the transportation system, decreases traffic congestion and demand for parking, and supports the health and wellness of citizens.” This guide also offers advice and tips for safe bike lane design and parking, pedestrian signage and indicators, as well as methods to calm traffic for increased protection.

Providing bicycle infrastructure – such as paths, roadway lanes, and parking options – increases the number of people who choose this mode of transportation. Increased cycling has a number of positive impacts on a community, including health, safety, economic, and productivity related improvements. The Bicycle Coalition of Greater

---

8 Smart Growth Online, The Economic and Fiscal Benefits of Walkable, Bikeable City and Town Centers, 2015
Philadelphia summarized the research (*Bicycles are Business: What Research Says about Bicycling’s Economic Benefits, 2014*) and reported that compared to other modes of travel:

- Cyclist often spend more money at local businesses and visit them more frequently;
- Cycling-centric development can boost investment and spur revitalization;
- Road diets, or rechanneling to accommodate cyclists and pedestrians, reduces accidents; and
- Biking to work improves fitness, happiness, and productivity.

Unique initiatives to encourage more bicycling include shopping by bike, creating a bike to work week, and implementing safer routes to schools. Due to the positive influence of cyclists on sales revenues, Shop by Bike programs are often supported by local businesses and a number of municipalities have implemented a “Bike to Shop Day” – often in May, which is National Bike Month.

With Hot Springs being designated a “Ride Center” by the International Mountain Biking Association, more cycling activity is occurring in town, where cyclists use downtown as a base and ride out to adventure tourist locations, such as zip line tours, Hot Springs Mountain and Tower, and a number of biking trails including Lake Ouachita Vista, Cedar Glades, The Womble, and Iron Mountain/Caddo Valley Trails.

**Bike Sharing**

Bike Sharing was made feasible with technology in the mid-2000s. Now smart phone apps locate bicycles and pick-up/drop-off stations. This service is generally for shorter trips (less than one day), and sometimes the first 45min to 1 hour is free or inexpensive to encourage alternative transportation for short trips.

City officials have partnered with nonprofits, universities, health organizations, and/or a private sponsors – such as New Balance’s partnership with Boston’s Hubway – to implement bike share programs. Financing can come from a number of sources including grants, donations, sponsorships, private investment, user fees, and advertising (on the bikes or other public transit ad revenues).

### Bike share examples include:

- GoGreen bike share at the University of Albany
- Health Collaborative/ System bike share in Tulsa, OK
- North Dakota State and Fargo, ND bike share

### Financing opportunities include:

- Rider Memberships
- Federal Transit Administration Bicycle Program
- People For Bikes
- Bikeshare.com

### Private companies that work with communities on bike shares include:

- CycleHop
- Zagster
- Motivate
- Trek Bikes
Implementation Options

Effective parking management improves motorist convenience, saves costs, supports Smart Growth and urban development, preserves green space, encourages walkable communities, increases housing affordability, reduces pavement (and subsequently storm water management costs and heat island effects), expands equitable access, boosts alternative modes of transportation, reduces traffic problems, and creates more attractive streets.

Paid parking, albeit a less popular option among drivers, is the most effective way to reduce parking congestion and provide vacancies for drivers willing to pay the premium for convenience. Parking fees are also most likely to affect the mode of transit for residents and subsequent public transportation revenues.\(^9\) However, fees must not solely be used to generate revenue, but instead should target high-demand areas and should be informed through impacted residents and businesses.

Advancing Paid Parking

When the Seattle Department of Transportation began converting aging, single-space meters to pay and display stations in 2004, officials learned five “hard-won lessons” including tailoring outreach and planning, cold calling failures, the effectiveness of paid parking, finding the right amount of off-street parking, and not letting data override the project. With each of these lessons, Seattle officials emphasized the value and importance of community involvement in shaping sensible parking recommendations.

More advanced technologies have replaced traditional meters making parking payment options more robust; this includes paying by credit card or smart phone. New technologies also made enforcement more efficient. One such technology uses license plate recognition (LPR) and is usually required with pay-by-plate models. Although initially LPR can be more expensive to implement, the gains in enforcement and user convenience are far greater. For instance, one enforcement officer with LPR on board can scan around 4,000 vehicle plates in a work shift, while it would take approximately twenty on-foot officers to accomplish the same results. What is more, LPR offers GPS coordinate tracking to aide traceability and citation disputes.\(^10\)

Aligning Rates and Fees with Utilization

Free parking drives up demand as well as dependence on automobiles. Todd Litman, Executive Director of the Victoria Transport Policy Institute (VTPI) and author of Parking Management Best Practices, argues paid parking or parking pricing, “may be implemented as a parking management strategy (to reduce parking problems), as a mobility management strategy (to reduce transport problems), to recover parking facility costs, or to raise revenue for any purpose (such as funding local transport programs or downtown improvements). It is often intended to achieve a combination of objectives.” If desired, effective pricing incentives can be offered during off-peak times, for multiple person occupancy/carpooling or more compact vehicle size.

To bring pricing in line with parking utilization rates, Donald Shoup, author of The High Cost of Free Parking and a number of parking-related journal articles, explains, “rates should be set to optimize parking facility use, called performance-based pricing, which means that about 15% of parking spaces are vacant and available at any

---

\(^9\) APTA Transit Board Member Handbook, p. 60, 2014
\(^10\) GTECHNA, Parking Enforcement Then and Now
time.”\textsuperscript{11} A mixture of parking management strategies is usually required to accomplish maximum efficiency and convenience.\textsuperscript{12} These strategies offer increased parking facility efficiency (through sharing, regulation, and pricing), improved facility design and operation, planning for overflow parking, improved information access and conditions for walking and cycling, reduced parking demand through alternative modes of transportation, increased accessible land use development, and improved user convenience and safety. Appendix A provides a list of over twenty parking management strategies to help reduce parking need, and half also aid traffic reduction.

**Structured Parking Management**

Management of structural parking facilities must consider costs associated with operations (as with safety, security, monitoring, insurance, and utilities), ownership, and partnerships between public and private entities. Operational details that need to be addressed include maintenance, technology (access), and enforcement, as well as customer and operator facilities. It is important to remember that “with any pricing program, proof of payment needs to be considered. Providing gated entry is a straightforward way to ensure that everyone pays, but it could lead to delays in ingress and egress as vehicles queue behind the gate.”\textsuperscript{12}

**Wayfinding**

Wayfinding, as indicated in its name, is the process we use to find our way. Simple as it sounds, municipalities must take into consideration different transportation modes and intended users such as pedestrians, bicyclists, and automobile drivers. Wayfinding increases awareness through signage that is well placed, easy to read, and well-lit, with users and intention in mind. “Best practice wayfinding signage encourages and enables people to walk more often to more destinations” while “improved wayfinding is closely associated with more walking.”\textsuperscript{13} Outdoor signage should be easily read from at least a half-block away and placed in a consistent location at each site.\textsuperscript{14}

Implementation should define a signage area, point automobile travelers to parking, guide individuals to desired destinations, and identify bicycling lanes and pedestrian paths.

Design of roadway signs, markings, and signals required for bicyclists and parking must follow the Manual on Uniform Traffic Control Devices, although experimental signage is allowed with advanced approval from the Federal Highway Administration. Pedestrian or sidewalk wayfinding signage does not have a national standard but most are either directional or geographic. The branded identity should be professional, clearly legible, and informative at a glance. Picking a name that is easy to say and remember, such as Portland’s SmartPark or Vancouver’s EasyPark, is also beneficial.

\textsuperscript{11} GTECHNA, Parking Enforcement Then and Now
\textsuperscript{12} American Public Transportation Association, APTA Transit Parking 101, 2015
\textsuperscript{13} A Local Government Guide to Pedestrian Wayfinding
\textsuperscript{14} National Parking Association, Where Shall I Park?, 2005
Appendix A – Parking Management Strategies Summary Table
Summarized from *Parking Management: Strategies, Evaluation and Planning*[^15], the table below describes parking management strategies and indicates the typical percent reduction in required parking. Strategies that reduce both the required parking and vehicle traffic – with subsequent reductions in congestion, accidents, and pollution – are highlighted in light blue.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Description</th>
<th>Parking Reduction</th>
<th>Traffic Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared Parking</td>
<td>Parking spaces serve multiple users &amp; destinations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Maximums</td>
<td>Establish maximum parking standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remote Parking</td>
<td>Provide off-site or urban fringe parking facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Regulations</td>
<td>Regulations favor higher-value uses such as service vehicles, deliveries, quick errands, and individuals with special needs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>More Accurate and Flexible Standards</td>
<td>Adjust parking standards to more accurately reflect demand in particular situations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase Capacity of Existing Facilities</td>
<td>Increase parking supply by using otherwise wasted space, smaller stalls, car stickers, and valet parking</td>
<td>5%-15%</td>
<td>No</td>
</tr>
<tr>
<td>Improve Enforcement</td>
<td>Insure regulation enforcement is efficient, considerate, and fair</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overflow Parking Plans</td>
<td>Establish plans to manage occasional peak parking demand</td>
<td></td>
<td>Varies</td>
</tr>
<tr>
<td>Address Spillover Problems</td>
<td>Use management, enforcement, and pricing to address spillover problems</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Facility Design and Operation</td>
<td>Improve parking facility design and operations to help solve problems and support parking management.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smart Growth</td>
<td>Encourage compact, mixed, multi-modal development to allow more shared parking and use of alternative transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobility Management</td>
<td>Encourage more efficient travel patterns, including changes in mode, timing, destination, and vehicle trip frequency</td>
<td>10%-30%</td>
<td>Yes</td>
</tr>
<tr>
<td>Parking Pricing</td>
<td>Charge motorists directly &amp; efficiently for using parking facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financial Incentives</td>
<td>Provide financial incentives to shift mode (ex: parking cash out)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unbundle Parking</td>
<td>Rent or sell parking facilities separately from building space</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[^15]: Victoria Transport Policy Institute, 2013 report, page 23
<table>
<thead>
<tr>
<th>Initiative</th>
<th>Description</th>
<th>Cost Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Information and Marketing</td>
<td>Provide convenient and accurate information on parking availability and price, using maps, signs, brochures, and internet</td>
<td>5%-15%</td>
</tr>
<tr>
<td>Walking and Cycling Improvements</td>
<td>Improve walking and cycling conditions to expand the range of destinations serviced by a parking facility</td>
<td></td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td>Provide bicycle storage and changing facilities</td>
<td></td>
</tr>
<tr>
<td>Parking Tax Reform</td>
<td>Change tax policies to support parking management objectives</td>
<td></td>
</tr>
<tr>
<td>Improve Pricing Methods</td>
<td>Use better charging techniques to make pricing more convenient and cost effective</td>
<td>Varies</td>
</tr>
<tr>
<td>Transport Management Association</td>
<td>Establish member-controlled organizations that provide transport and parking management services in a particular area</td>
<td></td>
</tr>
</tbody>
</table>
Document Review
Document Review

Central Business District Redevelopment

Phase I Study
May 12, 1998
University of Arkansas Community Design Center

This study, completed in 1998 addresses a variety of issues facing downtown Hot Springs at the time, including parking and pedestrian access. In the portions of the study most relevant to the current project in 2016, there are a number of observations and recommendations which hold true today. Some of the recommendations of the study (construction of a public parking structure on Exchange Street and additional pedestrian crossing facilities along Central Avenue) have since been implemented.

At the time of the study the Convention Center had not yet been completed. Projected demand for additional parking generated by this new amenity as well as recommendations for additional off-street parking facilities were common themes in the study.

The study also looked at the prevalence of surface parking, both public and private and made recommendations for increasing the number of off-street spaces, constructing dedicated and mixed-use facilities, and the centralizing management of parking under a parking authority.

Visibility
The Phase I study specifically mentions the large amount of downtown parking spaces and points out that most are not clearly marked for tourists. “A well-coordinated signage program informing visitors of access routes and parking locations would be a most welcome first step in addressing the downtown parking situation.”

Inventory
The study provided an inventory of parking facilities, including on and off street parking, public parking, private parking, handicap spaces, and loading spots. This inventory from nearly 20 years ago could provide a benchmark for comparison of the current parking inventory to determine what, if any changes have occurred. The study identified more than 2,300 parking spaces in the business district with approximately 75 percent of those being designated as public (including fee and metered spaces).

The study also identified three areas within the district based on the density of parking. The highest concentration was in the general vicinity of the transit facility just south of the convention center. The second highest was at the convention center itself. The third area was the area north of Bathhouse Row, which includes the Arlington and its parking deck.
Pedestrian Concerns
The Phase I study mentions several times the need to increase the pedestrian appeal and safety downtown. It acknowledges that the economic prosperity of the district depends on visitors spending money at shops, restaurants and other businesses along the avenue. It makes several recommendations for calming traffic speeds and the addition of crosswalks to provide pedestrians with frequent and safe opportunities to navigate between the east and west sides of Central Avenue.

The study recognizes the importance of maintaining a contiguous street edge for promoting pedestrian flow and economic vibrancy. One of the recommendations of the plan is for infill structures which might provide lower floor parking with commercial space at street level facing Central Avenue where allowable under flood control regulations, and upper level office or residential spaces. The study also recommends blocking the view of cars in parking facilities along Central Avenue in a similar fashion to the parking structure located at Central and Canyon.

Central Business District Redevelopment

Phase II Study
December 4, 1998
University of Arkansas Community Design Center

Planning Objectives
This phase of the study looks more in depth at specific pedestrian and parking-related issues including several planning objectives. These objectives include:

- Providing a safe and continuous pedestrian system throughout downtown which encourages centralized parking and walkability that supports businesses and attractions through foot traffic.
- Promoting safe crossings for pedestrians across Central Avenue through reduced traffic speeds.
- Establishing a range of parking options grouped into three levels of solutions:
  1. Major parking structures at the entry to downtown to reduce traffic flow into downtown.
  2. Mixed use facilities at select sites along Central Avenue to promote infill development and a continuous street edge.
  3. A mixed use facility on Exchange Street to divert traffic from Central Avenue.

This phase also recommends the establishment of a parking authority to manage and implement recommendations of the plan.

The study mentions creating designations for long term public parking served by a trolley system that would connect more distant facilities with destinations along Central Avenue. It also suggests that the curbside parking on Central be limited to only pickups, deliveries, and short term parking.
The study recognizes three categories of parking facilities:
1. Free public parking;
2. Private lots for downtown businesses; and
3. Private lots requiring payment.

In the case of private downtown lots, the study points out that a parking authority could negotiate the use of such lots for public parking during non-business hours.

It also points out that much of the signage associated with the private pay lots is “less than welcoming” with a focus on towing charges and other rules. The study states that this leads to a perception that the National Park is not well-served by the local parking facilities.

The study also contains a number of illustrations describing potential locations of new parking facilities (including infill and mixed use structures). Each of these sites is described in terms of the number of potential spaces which could be added based on the number of parking levels created in conjunction with these sites redevelopment. If all of the sites selected in the study were developed to their maximum potential, more than 5,600 additional parking stalls could be created downtown.

**Recommendations Implemented**

There were several specific recommendations of Phase II which have been accomplished to some degree, these include:

- Development of at least one mixed use parking facility. Since this study was prepared, the Exchange Street garage was constructed. Although it is not a mixed use facility it did accomplish another of the plan's assertions that new facilities should also play a role in hillside stabilization.
- The inclusion of a public space or plaza in association with a garage at Exchange Street. Private pay lot ownership prevented the development of this space as imagined in the plan, however an aesthetically pleasing promenade with a water feature does connect the garage with Central Avenue.

One of the recommendations that has not been implemented is an authority that addresses the structural issues of how parking is managed downtown.

Another recommendation calls for the creation of a task force and/or redevelopment agency which would focus on the design and development of mixed use facilities at select sites along Central Avenue.
Funding Opportunities
Funding Opportunities for Hot Springs
Healthy Communities

The Bill, Hillary and Chelsea Clinton Foundation - Serving National and International Projects

- Alliance for a Healthier Generation Initiative - The alliance, a partnership between the foundation and the American Heart Association, works to eliminate childhood obesity and to inspire all young people in the United States to develop lifelong, healthy habits. The alliance has four key initiatives: Go Healthy Challenge (empowering youth to take the pledge to make their lives, schools and communities healthier through a comprehensive online, on-air, grassroots movement); Industry Program (working with major companies to provide kids and adolescents with healthier food, beverage and fitness opportunities); Healthcare Initiative (engaging healthcare companies and providers in the prevention and management of childhood obesity) and Healthy Schools Program (helping and rewarding schools for creating a healthy learning environment, including offering better food choices, physical activity options, and staff wellness programs).

Foundation for the Mid-South - Serving Arkansas, Louisiana and Missouri

- Health and Wellness - The foundation’s goal is to improve health in Arkansas, Louisiana, and Mississippi by empowering communities and residents to take ownership and action to improve their own health. The foundation’s efforts are guided by three strategies: 1) promoting healthy behaviors - supports community-driven strategies to improve health, emphasizing activities to reduce obesity and diabetes and increase access to nutritious foods; 2) increasing mental health awareness - in efforts to promote a comprehensive view of health, the foundation seeks opportunities to engage communities in raising mental health awareness and increasing access to services; and 3) expanding access to health services - invests in efforts that enable greater numbers of people to access health care services, particularly in rural communities and areas lacking adequate health services. The foundation's focus is on both access to health clinics as well as access to health services via technology.

Kellogg Foundation

- Food, Health and Well-being - All children deserve good food, stimulation, nurturing and safe living environments and access to quality health care. The foundation helps children get a healthy start by supporting partners that: work to support mothers' and families' health throughout their lives; improve access to perinatal care systems and increase breastfeeding rates; and transform food systems so children and families gain more access to healthy foods in child care settings, schools and in their communities. Through grantmaking, policy and advocacy efforts, the foundation's focus is on the interrelated social determinants of health, especially for those disadvantaged by multiple societal factors, a disproportionate percentage of whom are children of color.

Community Economic Development Healthy Food Financing Initiative Projects
- The Administration for Children and Families (ACF), Office of Community Services (OCS) will award up to $9.5 million in Community Economic Development (CED) discretionary grant funds to Community Development Corporations (CDCs) for community-based efforts to improve the economic and physical health of people in areas designated as food deserts.

Healthy Habits: Timing for Developing Sustainable Healthy Behaviors in Children and Adolescents (R01)
- This looks like an annual grant that will come out at least through 2017
- Research Project Grant

Healthy Habits: Timing for Developing Sustainable Healthy Behaviors in Children and Adolescents (R21)
- Again is a renewable grant that will be available through 2017
- Exploratory and Developmental Research

TRANSPORTATION and COMMUNITY DEVELOPMENT

National Trails Training
- Applications Due May 28, 2016
- The purpose of this proposed cooperative agreement is to provide technical assistance to enhance trail planning, design, construction, maintenance, and management on all kinds of trails on Federal, State, local, and private lands.

TIGER Grants
- Like the first seven rounds, FY 2016 TIGER discretionary grants will fund capital investments in surface transportation infrastructure and will be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area, or a region. The 2016 TIGER grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural. The Consolidated Appropriations Act, 2016, does not provide dedicated funding for the planning, preparation, or design of capital projects; however, these activities may be funded as part of an overall construction project.

HISTORIC PRESERVATION

Historic Preservation
- To provide matching grants to States for the identification, evaluation, and protection of historic properties by such means as survey, planning technical assistance, acquisition, development, and certain Federal tax incentives available for historic properties; to provide matching grants to States
to expand the National Register of Historic Places, (the Nation’s listing of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering and culture at the National, State and local levels) to assist Federal, State, and Local Government agencies, nonprofit organizations and private individuals in carrying out historic preservation activities. Awards under this program must comply with and support 54 USC 301 et seq. (commonly known as the National Historic Preservation Act of 1966, as amended).
Parking Data
City of Hot Springs, Arkansas Available Parking Data

Revenue Overview

Number of meters: 301

Revenue collected from the meters from January 1st 2015 till December 31st 2015: $81,629.76

Earning potential (based on 260 day year and with error term built in for discrepancy in # of meters):
Between $439,140 - $436,800

Revenue realization rate on the lower estimate: 18.7%

Parking Meter Information

- Hot Springs has 2 hour meters (meaning they have to be fed every 2 hours), 4 hour meters, 5 hour meters, and 10 hour meters (all have to be fed in their time frame as well).
- On the 2, 4, and 5 hour meters the fee is: 6 minutes for each nickel, 12 minutes for each dime, and 30 minutes for each quarter.
- On the 10 hour meter the fee is: 12 minutes for each nickel, 24 minutes for each dime, and 1 hour for each quarter.
- Hot Springs has 2 hour meters at the following locations: 2 on Court Street, 23 on Fountain Street, 10 on Bridge Street, and 15 on Bridge–Broadway.
- Hot Springs has 4 hour meters at the following locations: 24 on Reserve Street, 52 on Hill Wheatly lot, and 30 on Fountain Street.
- Hot Springs has 5 hour meters at the following locations: 27 on Craighead Lot, 20 on Malvern Ave., and 56 on Broadway.
- Hot Springs has 10 hour meters at the following locations: 14 on Bridge Street lot on Central, and 25 on Fountain Street.
- Meters are used from 7AM to 7PM Monday – Friday. Meters are not given breaks on holidays.

---

1 All information provided by the Hot Springs Department of Public Works
APPENDIX C

ASMSA Involvement
Parking Asset Inventory
Intercept Survey
Walking Distance Comparison Models
ASMSA Involvement
ASMSA Involvement

Thomas P. Miller & Associates utilized an innovative approach to assist the City of Hot Springs, Arkansas with implementing one of the Downtown Economic Development and Redevelopment Action Plan’s key recommendations, the activation of public space along Central Avenue while also working toward another goal of the plan to engage the Arkansas School for Math, Science, and the Arts (ASMA) as a key stakeholder in the district.

The downtown ASMSA campus is a magnet boarding school attracting students from across the state to live and earn their high school credentials in the heart of downtown. Both the city and the school have, through the planning process indicated a desire to have better connections between the school, its students, and the downtown community.

Leveraging the two goals of better ties with ASMSA and implementing the key recommendations of the redevelopment plan, TPMA worked with students in the school’s engineering courses to form project teams and work alongside professional planners to conduct several studies that will become part of the City’s implementation process. The school/student engagement project was designed to:

1. Build stronger ties between the school, downtown businesses, and civic leaders;
2. Expose students to careers in planning and engineering;
3. Provide real-world application of the knowledge and skills being taught in the classroom; and
4. Establish ASMA as key stakeholder in the economic revitalization of downtown Hot Springs.

This process also exposed the students to the real pressures of working in the consulting world. All three of these projects build involvement with the students and the administration and build ownership of the future development of this area so key to them all. It is key to building better facilities to accommodate the students in terms of safety, exercise, and commerce.

**Intercept Survey**
- Allen Hudson - **Project Manager**
- Madalyn New
- Doyle Smith
- Logan Jones
- Michelle Smith
- Katie Welch

**Walking Distance Comparisons**
- Nick Davis - **Project Manager**
- Chris Lowery
- Will Hopkins
- Eric Sutherland
- Ivana Tanzil
- Logan Watts

**Parking Inventory**
- Gracie Musgrove - **Project Manager**
- Nathan Herring
- Samantha Atchley
- Briston Yarbrough
- Liam Johnson
- Rebecca Bishop

**Introduction to Engineering Design**
Shane Thompson, MS  
*Instructor of Physics and Engineering*  
Corey Alderdice, MA  
*ASMSA Director*
Parking Inventory
Arkansas School for Mathematics, Sciences and the Arts
OVERVIEW
Working in collaboration with Thomas P. Miller & Associates (TPMA), the West Central Arkansas Planning and Development District (WCAPDD), the Hot Springs Metro Partnership, and the City of Hot Springs, students at the Arkansas School for Mathematics, Sciences, and the Arts (ASMSA) collected data for an analysis of the current parking assets of Downtown Hot Springs.

These findings will be used to create a more efficient system of parking in areas between Whittington Avenue and Bridge Street, as well as areas along and off of Central Avenue. This will include an estimated 936 parking spaces. Spaces were collected manually by counting and marking individual spaces on note sheets and charts.

Analyzed data will be used to determine future projects regarding the parking situation, as well as the efficiency of traffic flow. Projects may help to create a more modern and public-friendly downtown area.

Key Takeaways
Downtown Parking Inventory

- Downtown Hot Springs has 320 on-street parking spaces along Central Avenue and Fountain Street, as well as on a couple of short cross streets.
  - There were an estimated 91 spaces on Fountain Street. 57 more spaces were on the east side of Central Ave, while another 53 were on the west side on Central Ave.
  - It was found that the spaces along both sides of the street were occupied at almost all hours of the day. The west side had heavy traffic staying for only short periods of time.
- The on-street parking on Central Ave. is only a fraction of the total parking potential of Downtown Hot Springs. In total, Downtown Hot Springs offers approximately 936 recorded parking spaces of all types and purposes. On-street parking accounts for 320 of the 936 recorded spaces but most parking is located in parking garages and areas not readily visible from Central Ave. Some of the areas off Central saw very little traffic during the times of measurement. These areas include the Exchange Street Free Parking Garage.
- The amount of free parking, whether it be timed or not, is generally on-street or in areas off Central. The most convenient lots on-street are private, pay, or employee parking.
RESULTS

On-Street Parking

A total of 194 on-street parking spaces are located along Central Avenue between Whittington Avenue and Bridge Street and on Fountain Street, where it meets Hot Springs Mountain Drive. A total of 94 of these spots are free timed public parking; three of these are handicapped. A total of 91 metered spaces are located on Fountain Street. Also located along on-street parking are three taxi spaces, seven loading spaces, and one equine space. The parking spaces appear to be full during weekends and events. During weekdays and work hours, the spaces are generally available.

Free Public Parking

Free public parking in Downtown Hot Springs is widely available on-street and in the Exchange Street Parking Garage, and includes 339 spaces. These spaces along the street, however, are timed for up to two hours. Those planning to park for periods of time longer than two hours may park in the parking garage located on Exchange Street.

Off-Street Parking

A total of 348 spaces are located off-street. These include ten reserved spaces, three loading spaces, and 335 private spaces. A majority of the private spaces are owned and used by resort hotels, however, some of them may be paid parking available for the public. Many of the private spaces are unmonitored and unkempt to the extent that they are being deemed free.

Private Parking

A total of 502 private parking spaces are located mainly off-street. Three of these are located towards the north end of the downtown area on street. A majority of the private spaces belong to the Hotel Resorts of downtown. Parking spaces not owned by hotels, are reserved for employees of businesses downtown.

Reserved Parking

There are 35 reserved parking spaces within the downtown area. Among these, ten are located off-street, while 25 are on-street. Taxi, loading, and equine spaces are also reserved and serve a specific purpose. There are three on-street Taxi spaces that taxis temporarily use for picking up and dropping off customers. There are seven loading spaces downtown, four on-street and three off-street. These spaces are used by business owners who need to receive and transport a large amount of goods. Near the Arlington Hotel, there is one equine reserved space for the carriage rides that are available downtown.
Parking Garage

Multiple parking garages are located within the downtown area. Only one of these is free public parking. It includes 245 spaces, seven of which are handicapped. This parking garage is located on Exchange Street. Other parking garages are private properties owned by hotels and private residents of downtown.
Intercept Survey
Arkansas School for Mathematics, Sciences and the Arts
OVERVIEW

The results gathered in this survey will be utilized in the consideration of potential designs to address the wants and practical needs of the people visiting, working, and living in and near Downtown Hot Springs.

Sixty customers in the Downtown area were surveyed over 14 days (April 29-May 6), in various locations, with the most taking place along Central Avenue. All surveys taken were conducted after 12 pm.

Patrons surveyed were asked eight questions regarding the nature of their visit to the Downtown area including: what means of transportation they used to get to the Downtown area; if those means consisted of a motorized vehicle where they parked; and their willingness to venture away from their parked vehicle.

The survey was kept to a minimal eight questions for the convenience of those being surveyed and to increase the quantity of surveys conducted in one surveying session. The survey questions asked are as follows:
1. What brought you downtown today?
2. How often do you visit downtown?
   - Daily
   - Weekly
   - Monthly
   - Less Than 4 Times Per Year
   - First Time Here
3. Where do you live?
   - City of HS
   - Garland County
   - In Arkansas Outside Garland County
   - Out Of State
4. Did you park a vehicle downtown?
   - Yes
   - No
5. If yes, where did you park?
   - On-Street On Central Avenue
   - On-Street A Side Street
   - At The Free Parking Garage
   - In A Pay Or Metered Surface Lot
6. How far away from your destination did you park?
   - Right In Front
   - Less Than A Block
   - More Than A Block
7. Would you be willing to walk a little further to your destination if the sidewalks in Downtown Hot Springs were widened, providing more spaces for amenities such as benches, landscaping, or outdoor cafes?
   - Yes
   - No
8. How do you usually travel to and from downtown?
   - Car
   - Bike
   - Walk
   - Carpool
   - Other __________

Arkansas School for Mathematics, Sciences and the Arts
RESULTS

Demographics

The largest group of respondents live in the city of Hot Springs (25%) followed closely by those who live outside of Arkansas (20%).

Habits

Seventy-five percent (75%) of the people surveyed indicated that they came to Downtown Hot Springs for recreational purposes.

Fifteen percent (15%) of the people surveyed indicated that they came to Downtown Hot Springs for work-related means.

Ten percent (10%) of the people surveyed indicated that they came to Downtown Hot Springs to shop.

Twenty-eight percent (28%) of those surveyed visit weekly while 21.7% visit daily and 18.3% visit monthly.

Thirty-five percent (35%) of those surveyed parked in on-street parking along Central Ave.

Thirty-three percent (33%) parked more than one block away from their destination.

Eight percent (8%) parked directly in front of their destination.

Opinions

Seventy-five percent (75%) indicated that they would be more willing to walk a little further to their destination if the sidewalks in Downtown Hot Springs were widened, providing more spaces for amenities such as benches, landscaping, or outdoor cafes.
Walking Distance Comparison Models
Arkansas School for Mathematics, Sciences and the Arts
OVERVIEW
This project group measured the walking distances of destinations in the downtown area to nearby off-street parking compared to the corresponding suburban shopping destinations and their parking lots. It was administered by the Introduction to Engineering Design class of the Arkansas School of Mathematics, Sciences and the Arts (ASMSA) in collaboration with Thomas P. Miller & Associates (TPMA), the City of Hot Springs, the West Central Arkansas Planning and Developing District (WCAPDD), and the Hot Springs Metro Partnership. This project is part of a larger solution to improve the pedestrian, bicycle and parking environment downtown.

Methodology
For this project, two major superstores and over 30 downtown parking areas were measured to determine a reasonable distance that most downtown customers and visitors will be willing to walk from their parked cars to a destination. To test this, we split up the six member group into three two-person groups. Group B-1 measured the distances in the Downtown area. They did this by measuring the distance between certain parking lots and the nearby stores that the parking areas were located. One person in the group was responsible for measurements while the other recorded the data. Group B-2 measured the distances at superstores. This group made trips to two superstores during the week and on weekends and measured the number of steps that they took from the halfway point in the parking lot to the entrance, and from the entrance to some of the departments in the store area. Group B-3 then analyzed the data submitted by the other two groups. Group B3 used an excel sheet made by the project manager to input the data points from the other groups. Based on the analysis, we can determine that some of the distances downtown are similar from the superstores that were visited.

Key Takeaways
Walking Distance Comparisons
- It takes a comparable amount of steps to walk from one parking lot downtown to a store as to walk from the center of a superstore parking lot to the entrance of the store.
- Inside the superstores, it takes almost 200 steps (480 feet) to get to some of the departments, which is greater than the parking lot to entrance measurements, which takes approximately 120+ steps (288 feet).
- For the downtown areas, it takes between 192 ft. (80 footsteps) - 2016 ft. (840 footsteps) to get to some of the parking decks that are located near the restaurants/storefronts.

RESULTS
Packing to Downtown Storefronts/Shops
The distance from the Visitor's Center to the storefront of Earthbound is approximately 2100 footsteps (5040 ft.) while the distance from the Exchange Street Garage to Earthbound is 600 footsteps (1440 ft.).
The distance from the closest parking option (Aristocrat Parking) to the storefront of Kollective is 181 footsteps (434.4 ft.).

The distance from the closest parking option Exchange Street Garage to the storefront of Rocket Fizz is 450 footsteps (1080 ft.), while the distance from Spencer’s Corner to Rocket Fizz is 220 footsteps (528 ft.).

**Parking to the Front Door of Large Shopping Centers**

It takes 122 footsteps (256.2 feet) to get from the middle of the Walmart parking lot to the entrance of Walmart.

It takes 355 footsteps (745.5 feet) to get from the middle of the Walmart parking lot to the dairy section of the store.

It takes 289 footsteps (606.9 feet) to get from the middle of the Walmart parking lot to the sporting goods section of the store.

It takes 208 footsteps (436.8 feet) to get from the middle of the mall parking lot to the entrance of the Mall.

It takes 429 footsteps (900.9 feet) to get from the middle of the mall parking lot to Rue 21 (a store close to the middle of the mall).

**General Shopping Distances to Comparable Departments/Shops**

Walking from the Aristocrat parking lot to Kollective would be equivalent to walking from the middle of the mall parking lot to the front of the mall.

Walking from Exchange Street parking area to Spencer’s Corner would be equivalent to walking from the middle of the mall parking lot to Rue 21.

Considering both superstores and downtown stores, it takes an average of 100+ steps to get to the front door from the center of the parking lot.
APPENDIX D

Arkansas Statute Chapter 304 – Parking Authority
Little Rock Municipal Code Chapter 21 – Parking Authority
Fort Smith Municipal Code Article VI. Division 2 – Parking Authority
Lexington-Fayette County Code of Ordinances Chapter 2. Article XIII – Parking Authority
Texarkana Municipal Code Article III. Division 1– Parking
Texarkana Resolution – Downtown Framework Plan Adoption
Arkansas Statute Chapter 304
– Parking Authority
Chapter 304
Parking Authorities

Subchapter 1
— General Provisions

The General Assembly determines and declares that:
(1) Excessive curb parking of motor vehicles on roads and streets in the cities and towns of the State of Arkansas and the lack of adequate off-street parking facilities create congestion, obstruct the free circulation of traffic, diminish property values, and endanger the health, safety, and general welfare of the public;
(2) The provision of conveniently located off-street parking facilities is therefore necessary to alleviate those conditions; and
(3) The establishment of public off-street automobile parking facilities is deemed to be a proper public or municipal purpose.

As used in this chapter, unless the context otherwise requires:
(1) “Automobile” means and includes any vehicle which is self-propelled, including, but not limited to, passenger cars, trucks, vans, and buses; and
(2) “Public off-street automobile parking facilities” means accommodations provided, with or without charge, by public authority for the parking of automobiles off the street or highway and open to public use and may:
   (A) Consist of lots, garages, or other structures and accessories; and
   (B) Be surface facilities or facilities above or below the ground.

14-304-103. Creation.
The city council or other governing body of cities and towns is authorized to create a parking authority within its jurisdiction for the purpose of establishing public off-street automobile parking facilities.
14-304-104. Members.
(a) The parking authority shall consist of five (5) members.
(b) The members shall be appointed by the mayor and approved by the council or other legislative body of the city creating the authority, and they shall be qualified electors residing in the city or incorporated town. They cannot hold any elective office of the city, county, or state.
(c) The members of the authority shall be appointed for periods of one (1), two (2), three (3), four (4), and five (5) years, respectively, so that the term of one (1) member shall expire each year after the creation of the authority.
(d) Upon the termination of office of each member, his successor shall be appointed for a term of five (5) years and shall serve until his successor shall have been appointed and qualified.
(e) The members of the authority shall receive no compensation for their services.

(a) The authority shall have authority to employ such persons as it deems necessary in furtherance of its duties hereunder.
(b) The employees authorized by this chapter shall be chosen by the civil service commission of the respective city or town in the manner now required by law.

14-304-106. Authority to establish and supervise facilities — Prohibitions.
(a) The parking authority of the cities and towns, acting alone or in cooperation with other parking authorities or with any federal or state agency, is authorized to:
   (1) Plan, design, locate, finance, acquire, and own property for, and construct, alter, enlarge, use, maintain, operate, and lease off-street automobile parking facilities wherever and to the extent that the facilities are deemed necessary within its respective jurisdiction; and
   (2) Supervise and control all other matters pertaining to the parking of vehicles.
(b) However, the sale, storage, or dispensing of any product used in or for the servicing of motor vehicles shall not be permitted on or in connection with parking facilities.

14-304-107. Authority to contract.
(a) Any municipal parking authority created pursuant to the provisions of this chapter, is authorized to enter into contracts with any other public agency or with any private person or firm for the operation, maintenance, and management of any one (1) or more off-street automobile parking facilities established by the authority.
(b) Any contract shall be for such term, not to exceed twenty (20) years, and may contain such provisions as shall be approved by the parking authority.
(c) The contract shall be an obligation only of the authority, payable solely from revenues derived from parking facilities under the jurisdiction of the authority, and shall not constitute an obligation or indebtedness of the municipality within the meaning of any constitutional or statutory limitations.
(d) All such contracts entered into prior to June 28, 1985, are ratified and confirmed.

(a) The parking authority, after a thorough investigation of the parking problem within its jurisdiction, shall formulate for public presentation a master plan of automobile parking facilities as a guide for the further provision for parking facilities, properly integrated with present and proposed traffic facilities, subject to alteration as necessary.
(b) A program of construction and method of financing shall likewise be formulated.
(c) The parking authority is authorized to so design and locate any off-street automobile parking facilities as to best serve the public purpose for which such facilities are intended.
(d) Such facilities may consist of:
   (1) Lots, improved or unimproved;
   (2) Single or multi-level garages; or
   (3) Other structures and accessories.

14-304-109. Acquisition of property and property rights.
For the purpose of this chapter, the parking authority is authorized to acquire private or public, real or personal property and property rights, above, at, or below the surface of the earth necessary for off-street automobile parking facilities by purchase, eminent domain, gift, lease, or otherwise.

(a) The parking authority is authorized to construct or cause to be constructed public off-street automobile parking facilities above, at, or below the surface of the earth including buildings, structures, equipment, entrances, exits, fencing, and all other accessories necessary or desirable for the safety or convenience of motorists using the facilities.
(b) The contracts for any of the above are to be awarded to the lowest responsible bidder in the same manner as contracts are authorized by law to be awarded in connection with highways or streets within the jurisdiction of the respective parking authority.

14-304-111. Records and reporting.
Every parking authority shall maintain proper accounting and financial records of all transactions and provide and file annual financial statements with the city clerk.
Little Rock Municipal Code Chapter 21 – Parking Authority
Little Rock, Arkansas Municipal Code

Chapter 21 - Parking Authority

Cross reference—Boards and commissions generally, § 2-261 et seq.


Sec. 21-1. - Definition of parking facilities.

In this article, "public off-street automobile parking facilities" means accommodations procured or provided, or both, by public authority for the parking of motor vehicles off the street or highway, and open to public use with or without charge. Parking facilities may consist of lots, garages or other structures and accessories; they may be surface facilities or facilities above or below the ground.

(Code 1961, § 39-172)


Sec. 21-2. - Declaration of policy.

The board of directors determines and declares that excessive curb parking of motor vehicles on roads and streets within the city and the lack of adequate off-street parking facilities create congestion, obstruct the free circulation of traffic, diminish property values, and endanger the health, safety and general welfare of the citizens of the city; that the provision of conveniently located public off-street automobile parking facilities is therefore necessary to alleviate such conditions.

(Code 1961, § 39-171)


Sec. 21-3. - Created.

There is created the Little Rock Municipal Parking Authority for the purpose of establishing, operating or causing to be operated public off-street automobile parking facilities.

State Law reference—Authority to create parking authority, A.C.A. § 14-304-103.

Sec. 21-4. - Members.
The parking authority shall consist of five (5) members appointed by the city manager and approved by the board of directors. Members shall be qualified electors residing within the city and cannot hold any elective office of the city, county or state. The members of the authority shall be appointed for terms of five (5) years and until their successors have been appointed and qualified. Members shall receive no compensation for their services.

(Code 1961, § 39-173)


Sec. 21-5. - Authority to establish parking facilities.

(a) The parking authority shall have joint jurisdiction with the board of directors of the city in the planning, designation, location and financing of parking facilities and the concurrence of the board of directors of the city shall be required before the parking authority shall proceed to execute, accomplish, fulfill or pursue the establishment of any parking facility. The parking authority, subject to the concurrence and approval of the board of directors of the city may act alone or in cooperation with other parking facilities, or with any federal, state or other local public agency in the financing, acquisition and ownership of property, construction, alteration, enlargement, use, maintenance and operation or leasing out for operation of parking facilities and services to the extent that such facilities and services are concurred in by the board of directors of the city.

(b) The parking authority and the board of directors of the city shall designate the location, size and general specifications for needed parking facilities and make same known to the public. It is the intent of the city and the parking authority that all such facilities as are needed shall be owned and operated by private citizens or entities. If, however, private citizens or entities fail, within a reasonable period of time as fixed by the board of directors, to provide and operate such facilities as the parking authority and the board of directors of the city prescribe, then the parking facilities, with the approval of the board of directors of the city may be owned, operated, leased out or sold, or any combination thereof, by the parking authority.

(Code 1961, § 39-174)

*State Law reference– Establishment, etc., of parking facilities, A.C.A. § 14-304-106.*

Sec. 21-6. - Planning for parking facilities.

The parking authority shall cooperate with other planning agencies for the formulation of a master plan and may adopt a master plan for automobile parking facilities as a guide for the future provision of parking facilities, properly integrated with present and proposed parking facilities, subject to alteration as necessary, and including a program of construction and method of financing.

(Code 1961, § 39-175)

Sec. 21-7. - Design of parking facilities.

The parking authority may so design and locate off-street parking facilities as to best serve the public purpose for which such facilities are intended. Such facilities may consist of lots, improved or unimproved, single or multilevel garages, and other structures and accessories.

(Code 1961, § 39-176)


Sec. 21-8. - Fiscal procedures.

The parking authority is subject to all fiscal procedures of the city.

Sec. 21-9. - Financing of parking facilities.

After the master plan of parking facilities has been adopted by the parking authority, such facilities, when approved as provided in section 21-5, may be financed by the issuance of revenue bonds in accordance with the authority granted by A.C.A. tit. 14, ch. 304, subch. 2 [A.C.A. § 14-304-201 et seq.].

(Code 1961, § 39-177)

Sec. 21-10. - Acquisition of property and property rights.

The parking authority may acquire private or public real or personal property and property rights, above, at or below the surface of the earth necessary for off-street parking facilities, by purchase, eminent domain, gift, lease or otherwise.

(Code 1961, § 39-178)


Sec. 21-11. - Construction of parking facilities.

The parking authority may construct or cause to be constructed, or otherwise acquire public off-street parking facilities above, at or below the surface of the earth, including buildings, structures, equipment, entrances, exits, fencing and other accessories necessary for the safety or convenience of persons using the facilities. The contracts for any of the above are to be awarded to the lowest responsible bidder in the same manner as contracts are now authorized by law.

(Code 1961, § 39-179)

Sec. 21-12. - Records and reporting.

The parking authority shall maintain proper accounting and financial records of all transactions and provide and file an annual financial statement with the city clerk.

(Code 1961, § 39-180)


Sec. 21-13. - Employees.

The parking authority may employ such persons as it deems necessary in furtherance of its duties hereunder. The employees herein authorized shall be chosen by the civil service commission in the manner now required by law.

(Code 1961, § 39-181)


Secs. 21-1–21-13. - Reserved.
Fort Smith Municipal Code Article VI.
Division 2 – Parking Authority
City of Fort Smith, Arkansas Municipal Code

Article VI. - Boards and Commissions

DIVISION 2. - PARKING AUTHORITY

Footnotes:

Sec. 2-251. - Created.

The city does hereby create and establish a parking authority for the city to be known as the Parking Authority of the City of Fort Smith, pursuant to the provisions of A.C.A. tit. 14, ch. 304 [§ 14-304-101 et seq.].

(Code 1976, § 30-247)

State Law reference— Authority to create parking authority, A.C.A. § 14-304-103.

Sec. 2-252. - Composition.

The parking authority shall be composed of five (5) members.

(Code 1976, § 30-248)


Sec. 2-253. - Appointment.

The members of the parking authority shall be appointed by the mayor and approved by the board of directors.

(Code 1976, § 30-249)

---

1 Cross reference— Traffic, Ch. 24; stopping, standing and parking, § 24-96 et seq.

State Law reference—Similar provisions, A.C.A. § 14-304-104(b).

Sec. 2-254. - Terms.

The initial appointment of members to the parking authority shall be for one-, two-, three-, four- and five-year terms to be designated by the mayor at the time of appointment. Thereafter, upon the termination of the term of any member, appointment shall be made in the same manner for five-year terms.

(Code 1976, § 30-250)

State Law reference—Similar provisions, A.C.A. § 14-304-104(b), (c).

Sec. 2-255. - Powers, duties generally.

The parking authority shall have all the powers and duties prescribed by A.C.A. tit. 14, ch. 304 [§ 14-304-101 et seq.].

(Code 1976, § 30-251)

Sec. 2-256. - General investigation.

The parking authority shall make a thorough investigation of the parking problems within the city and shall formulate for public presentation a master plan of automobile parking facilities as a guide for the further provision for parking facilities, properly integrated with present proposed traffic facilities, subject to alteration as necessary. A program of construction and method of financing shall likewise be formulated by the authority.

(Code 1976, § 30-253)

State Law reference—Similar provisions, A.C.A. § 14-304-108(a), (b).

Sec. 2-257. - Location of off-street facilities.

The parking authority shall have the power, and is hereby authorized and directed, to plan, design, locate, finance, acquire and lease off-street automobile parking facilities wherever and to the extent that such facilities are deemed necessary within the city, and to supervise and control all other matters pertaining to the parking vehicles; provided, however, that the sale, storage or dispensing of any product used in or for the servicing of motor vehicles shall not be permitted on or in connection with parking facilities.

(Code 1976, § 30-252)

Secs. 2-258–2-275. - Reserved.
Lexington-Fayette County Code of Ordinances Chapter 2. Article XIII – Parking Authority
Lexington-Fayette County, Kentucky Code of Ordinances

Article XIII. - Parking Authority

Chapter 2 - Administration

Sec. 2-178. - Created.

Pursuant to KRS 67A.910 through 67A.928, an agency of the urban county government is hereby created to be known as the "Lexington and Fayette County Parking Authority," hereinafter referred to as the "parking authority." The parking authority shall constitute a public body, corporate and politic, and shall act as an agency, instrumentality and constituted authority of the urban county government in the provision, maintenance and operation of adequate and reasonably priced parking facilities, structures, and meters along with the enforcement of non-moving traffic violations, including the residential parking permit program, to protect and promote the safety, comfort, convenience and welfare of the people of Lexington-Fayette County.

(Res. No. 300-80, § 1, 10-16-80; Ord. No. 329-2005, § 1, 12-13-05)

Sec. 2-179. - Powers.

The parking authority shall have the following powers, in addition to those granted by KRS 67A.910 through 67A.928 and other applicable statutes:

1. To install, lease, construct, maintain, manage, operate, repair, acquire, own, finance and control new and existing parking facilities and structures;
2. To plan, design and locate parking facilities and structures;
3. To make and execute contracts and other instruments necessary or convenient to the exercise of its powers;
4. To hire and maintain such staff personnel as may be required;
5. To purchase, lease, obtain an option upon, acquire by gift, grant, bequest, devise or otherwise any real or personal property including air space, and any interest therein, together with any improvements thereon; to demolish buildings and clear improvements from any of its real property and dispose of any personal property resulting therefrom; to dispose of any real or personal property at fair value; to rent, lease, construct, maintain, manage, operate, repair parking facilities and structures and other real property located within or within reasonable proximity to the parking districts;
6. To contract with any suitable and qualified person, firm or corporation for construction, operation and/or management of any parking facility or structure as is found to be in the public interest;
7. To borrow from and to accept loans and grants from the federal, state, urban county government or any agency thereof, or from any sources, public or private, and to pledge such security as may be required;
(8) To issue its bonds, notes, or other obligations to finance or refinance any of its purposes or operations, including the acquisition, construction, installation, equipping, repair, maintenance, renovation, or improvement of parking facilities and structures, or to refund any obligations previously issued by the Lexington and Fayette County Parking Authority or any other governmental agency for any such purpose;

(9) To request the urban county council to levy an ad valorem tax and/or a occupational license tax to finance its operations;

(10) To install, lease, construct, maintain, manage, operate, repair, acquire, own, finance and control all parking meters (including bagging) in the urban county area;

(11) To enforce all non-moving traffic violations connected with such meters or parking facilities and structures which the parking authority maintains, operates, owns or manages;

(12) To fix, set and prescribe reasonable rates, charges and expenses for parking at all meters, parking facilities or parking structures which the parking authority maintains, operates owns or manages;

(13) To manage and enforce the residential parking permit program within the urban county area;

(14) To make, and from time to time amend and repeal bylaws, rules and regulations in order to effect the purpose of this chapter;

(15) To grant exemptions or partial exemptions from any ad valorem tax and/or occupational license tax assessed within a parking district for the purpose of financing a proposed or existing parking authority project; and

(16) To nominate parking citation officers to be appointed by the office of the mayor.

(Ord. No. 329-2005, § 1, 12-13-05)

Sec. 2-180. - Membership.

The parking authority shall have a board of commissioners of six (6) members. The mayor shall appoint five (5) of the members of the board of commissioners, subject to confirmation by a majority of the urban county council members and each such member of the board of commissioners shall be resident of Fayette County. The commissioner of finance or his or her designee shall also serve as an ex officio, voting member of the board. Each appointed member of the board of commissioners shall serve a term of four (4) years; provided, however, the terms of the initial board shall be staggered such that three (3) of the commissioners first appointed shall be designated to serve terms of one (1), two (2), and three (3) years, respectively, and the remaining two (2) commissioners first appointed shall be designated to serve terms of four (4) years each. A commissioner shall hold office until his or her successor has been appointed and qualified. Vacancies shall be filled for the unexpired term in the manner prescribed for in the original appointment.

(Ord. No. 329-2005, § 1, 12-13-05; Ord. No. 73-2012, § 1, 6-21-12)

Sec. 2-181. - Duties.
The board of commissioners shall constitute the governing body of the parking authority and shall perform all duties and take all actions necessary, in accordance with KRS 67A.910 through 67A.928, to further the purposes of the parking authority, which duties shall include, but not be limited to, the following:

(1) Study the need for new parking facilities and structures within the urban county and report the results of such study to the urban county council;

(2) Study the need for parking space to be provided without charge to certain classes of users within one or more districts of the urban county and report the results of such study to the urban county council;

(3) Assist the urban county council in the establishment of local parking districts and identification of parking facilities or structures to be acquired or constructed; and

(4) Assist the urban county council in the establishment of plans of assessment or taxation, or both, to be imposed on the businesses, professions and real estate located within a parking district.

(Ord. No. 329-2005, § 1, 12-13-05)

Sec. 2-182. - Officers.

The board of commissioners shall elect a chairman and vice-chairman from among the members of its board of commissioners. The board of commissioners may appoint other officers and employees as the board deems necessary. The duties and terms of the officers shall be as specified in the parking authority's bylaws. The board of commissioners shall determine its own rules and order of business and shall provide for keeping a record of its proceedings. The board of commissioners shall meet at least quarterly at a date, place and time to be determined in accordance with KRS 61.820.

(Ord. No. 329-2005, § 1, 12-13-05)

Sec. 2-183. - Quorum.

A majority of the board of commissioners shall constitute a quorum for transaction of business at any meeting of the parking authority. The acts of the majority of those members present at any regular or special meeting of the parking authority shall be the acts of the parking authority.

(Ord. No. 329-2005, § 1, 12-13-05)

Sec. 2-184. - Rules and regulations.

The board of commissioners shall adopt bylaws, rules and regulations, not inconsistent with KRS 67A.910 through 67A.928, as necessary to carry out its duties and purposes as set forth in this article.

(Ord. No. 329-2005, § 1, 12-13-05)

Sec. 2-185. - Exemption.
If a majority of the board of commissioners determines upon application of a business, individual, or property owner doing business, having offices, or owning property within the local parking district, that such business or individual does not benefit from the operation of the authority then an exemption or partial exemption may be ordered by the board of commissioners so as to relieve such business or individual from the same ad valorem tax and/or occupational license tax as would be imposed on others who are benefited to a greater extent by the operation of the authority.

(Ord. No. 329-2005, § 1, 12-13-05)

Secs. 2-186-188. - Reserved.
Texarkana Municipal Code Article III.
Division 1 – Parking
Texarkana, Arkansas Municipal Code

Article III. – Parking

Division 1. - Generally

Sec. 15-36. - Application of division.

The provisions of this division and of any traffic ordinance prohibiting the standing or parking of a vehicle shall apply at all times or at those times specified or as indicated on official signs, except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic control device.

(Code 1961, § 17-27)

Sec. 15-37. - Parking authority–Created.

The Texarkana Parking Authority is hereby created under the authority of section 19-4901 et seq., Arkansas Statutes, and said authority is hereby vested with the rights, duties and obligations set forth in said act and all amendments thereto.

(Ord. No. B-983, § 1, 5-13-58; Code 1961, § 17-40)

Sec. 15-38. - Same–Composition; qualifications, appointment; compensation; terms of office.

The Texarkana Parking Authority shall consist of five (5) members. The members shall be appointed by the mayor and approved by the board of directors and shall be qualified electors residing in Texarkana and cannot hold any elective office of the city, county or state. The members of the authority shall be appointed for a period of one, two (2), three (3), four (4) and five (5) years respectively so that the term of one member shall expire each year after the creation of the authority. Upon the termination of office of each member, his successor shall be appointed for a term of five (5) years and shall serve until his successor shall have been appointed and qualified. A member may succeed himself. The members of the authority shall receive no compensation for their services.


Sec. 15-39. - Same–Powers and duties generally.

The parking authority, acting alone or in cooperation with any federal or state agency, is hereby authorized to plan, design, locate, finance, acquire and own property for, construct, alter, enlarge, use, maintain, operate and lease offstreet automobile parking facilities wherever and to the extent that such facilities are deemed necessary, and to supervise and control all other matters pertaining to the parking of vehicles; provided, however, that the sale, storage or dispensing of any product used in or for the servicing of motor vehicles shall not be permitted in or in connection with parking facilities.
Sec. 15-40. - Same–Master plan.

After a thorough investigation of parking problems, the parking authority shall formulate for public presentation a master plan of automobile parking facilities as a guide for the further provision of parking facilities properly integrated with present and proposed traffic facilities, subject to alteration as necessary. A program of construction and method of financing shall likewise be formulated.

Sec. 15-41. - Same–Characteristics of parking facilities.

The parking authority is authorized to design and locate any off-street automobile parking facilities as to best serve the public purpose for which such facilities are intended. Such facilities may consist of improved or unimproved lots, single or multilevel garages or other structures and accessories.

Sec. 15-42. - Same–Authority to employ assistants.

The parking authority may employ such persons as it deems necessary in the furtherance of its duties under this article.

Sec. 15-43. - Parking prohibited–Certain streets.

When signs are erected on any street or part of a street, or yellow paint is used on the curb and street or part of a street giving notice thereof, no person shall park a vehicle on the side or sides of any such street or part of a street so designated for no parking.

Texarkana Resolution – Downtown Framework Plan Adoption
CITY OF TEXARKANA, AR
REQUEST FOR BOARD ACTION

AGENDA TITLE: **Adopt a Resolution** adopting the Downtown Framework Plan recommended by TECAP (Texarkana Education Culture and Arts Partners).

AGENDA DATE: 09/03/2002

ITEM#: 4

DEPARTMENT: Administration
DATE SUBMITTED: 08/28/2002
PREPARED BY: Robert W. Wright
SUBJECT: Downtown Framework Plan

EXHIBITS: Resolution and Texarkana Downtown Framework Plan (A copy is enclosed in your packet.)

APPROVAL:

[Signature]

Robert W. Wright

EXPENSE REQUIRED: $0.00
AMOUNT BUDGETED: $0.00
APPROPRIATION REQUIRED: $0.00

**SUMMARY:** In June, the Texarkana Education, Culture, and Arts Partners (TECAP) sponsored a three-day visit to Texarkana by two urban planners from the University of Arkansas at Little Rock. The product of that visit was a framework plan for the re-invention of downtown Texarkana. A copy of the plan is enclosed with your packet. The official, bound, color copies will be available in early September. The plan makes recommendations regarding the process of re-inventing downtown Texarkana as well as suggestions for where to begin the process. TECAP is recommending that the City Board adopt the framework plan for downtown Texarkana. By adopting the plan, the Board will not be approving any specific projects, but will rather be endorsing the general recommendations of the plan as a framework for future downtown development. The Texas-side City Council adopted the plan at its meeting on August 26. A representative of TECAP will be at Tuesday night’s meeting to present the plan at the Board meeting.

BOARD ACTION:

**RESOLUTION NO. _____**

WHEREAS, TECAP (Texarkana Education Culture and Arts Partners) contracted with the Urban Studies and Design Department of the University of Arkansas at Little Rock; and

WHEREAS, the urban planners visited Texarkana on June 26, 2002 and worked with the TECAP
Downtown Working Group in formulating the plan; and

WHEREAS, the plan provides a framework to guide the future development of downtown Texarkana; and

WHEREAS, TECAP has recommended the plan to the Board for adoption; and

WHEREAS, the Board of Directors of the City of Texarkana, Arkansas deems it advisable and in the best interest of the City to adopt the plan; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City of Texarkana, Arkansas, that the City of Texarkana, Arkansas, that the Texarkana Downtown Framework plan, attached hereto and made a part here of, is hereby adopted.

PASSED AND APPROVED this 3rd day of September, 2002.

__________________________________________
Danny Gray, Mayor

ATTEST:

__________________________________________
Patti Scott Grey, City Clerk

APPROVED:

__________________________________________
City Attorney

Back to Top    Back to Main Agenda Page